

REPORT NO.

50X1

USSR

Supply Warehouse for the Middle Asia
Military District 50X1

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50X1

DATE
ACQUIRED BY SOURCE

50X1

DATE OF INFORMATION

DATE DISTR. 5 Dec 1952

G-2, AMS

NO. OF PAGES 2

50X1

NO. OF ENCLS.

SUPPLEMENT TO
REPORT NO.

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1. The headquarters of the Middle Asia Military District (Sredneasiatskiy Voyenniy okrug - which will be referred to subsequently as SAVO) was located in the city of Tashkent. The main warehouse for SAVO was a group of five or six buildings located on Kuiliuiskaya Ulitsa about one-half to one mile from the Tashkent railroad station. (The installation described [] is probably an MVD sklad #28 which has been described previously []).
2. The buildings were reinforced concrete structures approximately 50 meters wide and 200 meters long. They each had two or three floors and were eight to ten meters high and about five meters below the ground. Floor were also of reinforced concrete. Some of the buildings had special refrigerator rooms. All of the buildings had fire fighting equipment such as shovels, sand boxes, picks, hooks and fire extinguishers. The ventilator system and the loading conveyors were electrically powered and the power came from the Tashkent power stations.
3. The warehouses had specialized functions. One building was equipped with refrigerator equipment and handled perishables. Another building handled canned products. Two of the buildings stored flour, sugar and peas. Another building was partially refrigerated and contained fish. This category of supplies was called PFS (prodozol' stvyenno-furazhaoye snabzheniye - food and forage supplying). Another category was OVS (obozno-veshchevoye snabzheniye - transport and material supplying). OVS material was stored in Tashkent. I was familiar only with one group of two buildings, one of which was brick and the other concrete block. These buildings were located in the Pushkinskiy raion near the Krasnaya Zarya textile mill.
4. The warehouses on Kuiliuiskaya Ulitsa had two little spur lines from the railroad station and also a dirt road which came from the main road via the station.
5. I would estimate that the warehouses handled roughly 50 cars per day, but this is an average: there might be 100 cars one day and only 20 cars the next. The volume of work, of course depended on the number of cars that was being handled on a given day. Loading work was confined to eight-hour days, but unloading work could

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be carried on around the clock. The conveyer system could handle material through the windows directly to the second floor.

6. Personnel at the base consisted of a manager who was responsible for all activity at the base. He had two assistants, one of whom was responsible for storage and the other who was responsible for administration and security. There were about 15 workers for the work of loading and unloading and also section heads, who were responsible for correct storage, weighing, receiving and dispatching. There was also an electrical engineer and his helpers who were responsible for the electrical machinery and refrigerators.
7. All the guards were soldiers from SAVO; they came from their garrison in Tashkent. There were five posts with three men to a post. The soldiers were armed with rifles. Each sentry worked an eight-hour watch. No dogs were used for watch duty. No one lived in the warehouse area.
8. The warehouse was usually referred to as "Sklad SAVO". There were a number of branch refrigerator warehouses in the SAVO area, but the main base was the warehouse in Tashkent. Warehouses in the USSR are designated by numbers. When an order (naryad) is received, it has no name or address on it - only the number.
9. The goods was received in consignments which were called "portiya". These were registered when they were received and stored for a regular period, at the end of which they were released for consumption. All exploitation of storage space was carried on according to plan and the warehouses were more or less filled at all times. All storage work was carried on according to instructions published by military authorities. Copies of these instructions were only for the use of the establishments concerned. Supplies which had completed their term of storage were released to personnel of SAVO for current consumption. These supplies were in addition to those procured through normal civilian channels from bakeries, flour mills, sugar refineries etc in the area. Supplies from the SAVO warehouse were never made available for civilian consumption. Nor was storage capacity at the warehouse ever made available for civilian use. To my knowledge the warehouse had always belonged to SAVO, though I do not know when the warehouse was built.
10. The warehouse had no bunker or tank installations.
11. All auto transport was handled by an "avtobat" (automobile transport battalion) subordinate to SAVO. All transport personnel were military so there was a minimum expenditure for salaries. When the warehouse was in need of transport, it would send a requisition (zayavka) to SAVO which in turn sent an order (naryad) to the avtobat instructing it to assign trucks and men to the given job. The warehouse itself had only one or two trucks for its own service and maintenance needs. The avtobat had a complement of 100-150 trucks. Military units of SAVO obtaining supplies from the warehouse had their own transport facilities. Supplies from the warehouse were obtained by regimental quartermaster services who in turn distributed them to subordinate units.

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